

From: Environment Canterbury
Sent: Tuesday, 8 March 2022 7:34 pm
To: Have your Say
Subject: Submission on draft Annual Plan 2022/23

Anonymous User just submitted 'Draft Annual Plan 2022/23 submission' with the responses below.

First name

Alex

Last name

Hilliard

Email address

Suburb

Lincoln, Lincoln

Phone number

Are you submitting on behalf of an organisation?

No, I'm submitting as an individual

Which age category are you in?

25-39 years old

Do you wish to speak to your submission at a Council hearing?

No

Which bus fare structure option would you like to see trialled?

Option 2: \$2 flat fare for adults and \$1.20 for children across bus zones 1, 2 and 3

Tell us more about why you support the selected bus fare option.

More affordable bus rides mean that there are greater incentives for people to take the bus over taking the car, especially for those who regularly commute into the centre of town. For each person who take the bus this means one less person driving a car on our roads. Environment Canterbury has made it very clear that easing traffic congestion is a priority, and one way of doing this is through affordable fares. This is especially more important than ever with the rise in fuel prices due to inflation and global market forces. If we are to shift away from a loser cruiser mentality and the idea that buses are only for those who can't afford/drive cars, or for children, or for people going to the hospital, then we need to ensure that there are no excuses. Having affordable flat fares is the best way in tackling this. If you are to consider going with your preferred option, this is going to set a precedent that buses are only created for those of lower incomes and children.

Any other comments on bus fares?

On top of this as Lincoln's has rapidly expanded over these years, I have found the current fare boundary to be unfair. With the boundary between Zone 1 and Zone 2 being only a Kilometre away from the nearest subdivision it is making no sense anymore why Lincoln needs to be considered a remote enough area to justify higher fares. A flat fare model is justifiable in this case, as it means people are not going to cheat the system by driving into Zone 1 to take the bus. These are my thoughts, and I encourage you to consider this before committing to this plan.

Is borrowing and repaying through general rates the right approach for this regionally significant event?

Don't know

Where did you hear about the consultation?

Other (please specify) - Metro Email Newsletter
